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"Harmony in  
Diversity"

# PORTLAND CITY CLUB BULLETIN

"Active  
Citizenship"

VOLUME IV

PORTLAND, OREGON, JANUARY 18, 1924

NUMBER 15

**FRIDAY, JANUARY 18** *Reed College Commons, 6:30 P. M.*

TICKETS \$1.25 AT THE DOOR

*(The Regular Noon Meeting is Cancelled)*

THE MUSIC COMMITTEE PRESENTS  
WITH REED COLLEGE AS HOST—

*The First*

## CITY CLUB DINNER ENTERTAINMENT

ALL-CITY CLUB PROGRAM  
CITY CLUB QUARTET  
SURPRISING STUNTS  
CITY CLUB ORATORS

*Two Hundred and Fifty-five Reservations Had Been  
Received by Tuesday Noon*

NOTE: Be sure to call the Secretary, Broadway 8079, if you cannot attend after having made reservations—also call if you wish to try to make last-minute reservations, although the latter cannot be promised.

PLAN TO ARRIVE NOT LATER THAN SIX-THIRTY!

SEE FOLLOWING PAGE FOR FURTHER DETAILS!

### **BURNSIDE BRIDGE APPROACH PROBLEM CONSIDERED**

The special City Club Committee, consisting of Leo Lange, chairman, George J. Beggs, John H. Lewis, George N. Woodley and F. Harold Young, appointed to consider means of financing traffic artery improvements, particularly the Burnside Street widening presented a preliminary report to the Club last Friday. The report, which covers the Burnside Bridge approach problem in detail is herewith presented for the study and criticism of the members. Further discussion is planned by the Committees.

The City Council has attempted to proceed with the present plan for widening Burnside Street from the harbor line to West Park Street by means of an assessment against abutting property and a benefited district which covers in graduated measure virtually the entire West Side. Although the City can exercise discretion in the matter of spreading assessments yet it is limited by the present charter to the single means of assessment for financing the Burnside or any other traffic artery. A flood of

*Continued on page 3*

VISIT REED COLLEGE WITH THE CITY CLUB, JANUARY 18th

# PORTLAND CITY CLUB BULLETIN

Published Weekly By

## THE CITY CLUB OF PORTLAND

Office of the Club . . . . . 308 Henry Building  
Telephone Broadway 8079

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Entered as Second Class Matter, October 29, 1920, at the postoffice at Portland, Oregon, under act of March 3, 1879

City Club dues are \$1.00 per month, payable semi-annually on May 1st, and November 1st. There is no initiation fee.

### CITY CLUB PURPOSE:

*"To inform its members and the community in public matters and to arouse them to a realization of the obligations of citizenship."*

### CITY CLUB OFFICERS

THADDEUS W. VENESS . . . . . *President*  
C. C. LUDWIG . . . . . *First Vice-President*  
RICHARD PARK . . . . . *Second Vice-President*  
H. M. TOMLINSON . . . . . *Secretary*  
A. L. ANDRUS . . . . . *Treasurer*

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L. D. BOSLEY  
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ROBERT R. RANKIN

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### CITY CLUB SECTIONS

1. CITY PLANNING  
E. C. Willard . . . . . *Chairman*  
307 Corbett Building. Main 4433
2. GOVERNMENT ORGANIZATION & PUBLIC FINANCE  
Prescott Cookingham . . . . . *Chairman*  
Ladd & Tilton Bank. Brwy. 7191
3. EDUCATION & RECREATION  
Wm. L. Brewster . . . . . *Chairman*  
1025 Gasco Bldg. Main 1480
4. PORT DEVELOPMENT & PUBLIC UTILITIES  
Wm. W. Elmer . . . . . *Chairman*  
409 U. S. Nat'l Bank Bldg. Brwy. 3838
5. PUBLIC HEALTH  
Earl Kilpatrick . . . . . *Chairman*  
652 Courthouse. Main 3575
6. PUBLIC SAFETY & DEFENSE  
J. W. Crawford . . . . . *Chairman*  
425 Yeon Bldg. Main 8550
7. SOCIAL WELFARE  
MacCormac Snow . . . . . *Chairman*  
501 Platt Bldg. Main 3179

## REBEC MAKES APPEAL

Space is not available for as complete an account as we would like to give of Dr. George Rebec's address last Friday on his "Experiences in Reborn Italy." It was, in short, an inspiring message and was delivered to a meeting of 155 members and guests. Dr. Rebec's story of his encounters with pickpockets was amusing, but it drove home his point that all was not well, for under the Fascisti regime there is no such thing as civic liberty—or safety—or liberty of the press. "The thing that is in Italy today is a very great danger to democracy in the entire world," he said. "It is time for us to ask ourselves very frankly what we can do to save democracy." Dr. Rebec also spoke briefly of the Bok Peace Plan, stating that on the whole "it was a step forward in action."

### APPLICATIONS FOR MEMBERSHIP

The following applications for membership have been received and will be presented for the approval of the City Club Friday, February 1st:

F. S. AUSTIN,  
Salesman, Missouri State Life Ins.  
R. O. BALLINGER,  
Salesman, N. W. Electric Co.  
CHAS. R. HARDING,  
Assistant Cashier,  
West Coast National Bank.  
ALEXANDER G. JACKSON,  
Forest Examiner, U. S. Forest Service.  
CARROLL W. McCULLAGH,  
N. W. Mgr., Scobel & Day.  
L. K. POYNTZ,  
Physician, Stevens Building.  
W. A. POWELL,  
Lt. Col., U. S. Army.  
M. E. REED,  
Engineer, Hedrick & Kremers.

Above applicants proposed by (in order of list) Roy Denny, E. E. Feike, G. C. Blohm, C. S. Zook, R. R. Rankin, Paul T. Shaw, A. S. Peake and R. E. Kremers.

Until February 1st, the payment of three dollars for dues to May 1st, 1924, may be accepted with all applications for memberships.

## BRIDGE PROBLEM

Continued from page 1

protest has greeted the City's proposed plan and it was at once evident that the remonstrances were based not merely on disagreement with the proposal to widen the street but much more on dissatisfaction with the proposed assessment burdens. Before getting very far with the main study the Committee encountered an urgent problem in connection with the approaches for the two new bridges, the plans for which are now under way.

In November, 1922, the voters of Multnomah County authorized bond issues totalling \$4,600,000 for the construction of the Burnside and Ross Island trans-Willamette bridges. At that time the voters confidently expected that construction would be started in a year toward the solution of Portland's already acute bridge problem. More than a year has now elapsed and the actual time for beginning the Burnside Bridge construction is not yet in sight. Much of the delay has been unavoidable but your Committee finds that the uncertainty about what is to be done on the approach streets is preventing the bridge engineers of the County from completing and filing plans. Therefore, before going thoroughly into the question of financing traffic arteries your Committee submits this preliminary report on the bridge approach problem in the hope that something may be done to expedite the construction of the bridges which were authorized over a year ago.

In the first place your Committee is convinced that the Burnside approach problem should be separated from the larger problem of widening Burnside Street beyond Second or Third Street. Separation in this particular case is possible because in the opinion of the county bridge engineers and other engineers the project for the widening of Burnside beyond Second or Third Street is not essential to the securing of adequate access to the new Burnside Bridge. The present plan of the city whereby the approach problem and the street widening problem will be considered as one project has met with such overwhelming protest as virtually to kill the plan. The method of financing the costs and spreading the benefits under the present district assessment plan seems to the Committee inequitable in that it does not provide for any general bonding, and in that it compels owners to pay for these improvements in ten years with 6% interest when the costs should logically be distributed over a longer period and at a

## FINAL DETAILS

**CITY CLUB DINNER ENTERTAINMENT:** Reed College Commons, Friday evening, January 18th. **TIME:** Not later than six-thirty. Dinner will be served about seven. Allow plenty of time for an inspection of the buildings.

**To go by automobile:** Those living well out on the East Side will find 39th Street a through artery to Woodstock Avenue, where you turn right, directly to the campus. Another route is to turn right from Division at 26th and use the new 28th Street cut-off. By way of Milwaykee Avenue turn left at the Holgate viaduct or proceed to Bybee Avenue—all golfers know the way.

There is only one entrance to the campus—on Woodstock Avenue, at the foot of the hill, near 32nd Street, marked by two entrance lights.

Take the Woodstock street-car to Woodstock avenue, or the Sellwood car and transfer at Bybee avenue. We believe, however, that automobile transportation will have been provided for all.

The Arts Building is the first to the right when driving in and the next of similar construction (turn to the right here to parking space) contains the dormitories. Almost between the two is the Commons building where dinner is to be served. Student guides will be on hand to direct visitors to the Library, Chapel and various points of interest.

Retain your wraps while visiting the buildings. There are rest-rooms for women on the second floor of the Arts Building and in the dormitories. There is a cloak-room for both men and women in the Commons and also in the Men's Social Room.

*Note.*—Call the Secretary, Broadway 8079, if you want a last-minute reservation, and be sure to notify him also if you have made reservations and cannot attend. Indications are that the capacity of the Commons will be taken early.

lower interest rate.

Furthermore, the Council has acknowledged the weight of the remonstrances and the inequality of the proposed district assessment plan and has admitted the necessity for a change in method of financing artery improvements.

If it is accepted that the approach problem should be separated from the larger Burnside widening project your Committee recommends a second proposition, namely, that action on the street widening or artery problem, as distinguished from the approach problem, be not taken hastily. This is suggested for the following reasons:

FIRST, a new rule of financing adopted for Burnside Street will likely serve as a precedent for other arteries in the future.

SECOND, the people of the city when asked to vote on a plan should be presented with a proposition which has been thoroughly digested and which can be fully recommended and defended by the city officials.

THIRD, the Committee believes that consideration should be given to the principle of excess condemnation as well as other plans in formulating a future policy for the City.

FOURTH, there is at stake a fundamental change in the financial and city planning policy of the City, and the various civic agencies should co-operate with the officials in attacking the problem from every angle, so that the final proposal will represent as nearly as possible the consensus of the entire community.

To this end your Committee will proceed with its assigned study and will make a later report on the artery problem. However, we will suggest for preliminary advisement of the City Club at the present time, the following general principles:

- (a) That the cost of artery improvement should be only partially assessed to abutting property.
- (b) That part of the cost should be carried by general bonds and taxation.
- (c) That the business district should bear proportionately a heavier burden than the residence districts.

The Committee's third general proposition is that the bridge approach problem should be settled immediately. To this end the following suggestions are made:

FIRST, that immediate agreement should be reached by the City and County (co-operating with the City Planning Commission) as to the exact location and extent of the Burnside Bridge approaches so that construction plans can proceed at once.

SECOND, that the acquisition of rights-of-way for the approaches should be considered a part of the bridge cost and a county financial problem. The benefits of securing rights-of-way for the physical approaches themselves are almost negligible as against abutting property owners, but they are substantial to the community in general. Thus a bond issue would seem to be the logical means of financing the cost.

There appears to be ample legal authority for the County to finance the construction of bridge approaches, including the acquisition of whatever property is necessary for the required width of the bridge approaches, through a bond issue. The statute authorizing the issuance of bonds for construction of bridges across the Willamette River within the City of Portland expressly declares and defines such bridges as including "approaches and viaducts leading

thereto," and declares them to be permanent roads. The County is also given the power to condemn any property needed for road and bridge purposes.

The proposed approach for the west end of the Burnside Bridge as shown by the bridge plans will extend from the river to a point 50 feet short of Third Street and will require the widening of Burnside Street from the river to Second or Third Street. Under the present plans the cost of the construction of this approach is to be borne by the County out of funds provided by the bonds already authorized, so that the only additional expenditure involved for the County under the above plan of having the County defray the entire expense of constructing the bridge and its approaches will be the cost of the land necessary to be acquired to provide the full width for the approach.

Moreover, the County has a substantial margin under its bonding limitation, while the City has not.

THIRD, estimates should be prepared by the County of the cost of acquiring rights-of-way under the approaches under County procedure and a bonding measure submitted to the people at the May primary election. Rough estimates of costs of rights-of-way made on basis of plans of county bridge engineers are as follows:

Burnside, west approach.....	\$ 675,000
Burnside, east approach.....	125,000

Total Burnside approaches, \$ 800,000

These estimates contemplate carrying the widening to Third Street. If it is carried only to Second Street the cost naturally will be less. Estimates have not yet been obtained by the Committee on the Ross Island widening, but it is thought that the rights-of-way at both ends of both bridges can be secured by the County for less than \$1,000,000. In case the people refuse to authorize county bonds for this approximate amount the cost will probably have to be financed by city assessment procedure, but even so the burden would be much lighter than under the present large city project.

Summarizing, the Committee offers three propositions:

First, that the bridge approach problem should be separated from the larger widening project.

Second, that formulation of a new plan for financing traffic arteries should be done thoroughly and slowly.

Third, that the Burnside approach problem be attacked immediately as a County matter.

While these propositions have particular reference to the Burnside situation they apply in general to both the Burnside and Ross Island Bridges.

**DON'T MISS THE CITY CLUB DINNER ENTERTAINMENT**